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**U.S. House of Representatives Homeland Security Committee**  
**Subcommittee on Oversight, Investigations, and Management**  
**“Ten Years After 9/11: Assessing Airport Security**  
**and preventing a Future Terrorist Attack”**  
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Good morning Chairman McCaul, Ranking Member Keating and members of the Committee.

My name is Major Michael P. Concannon. I am the Commanding Officer of Troop F of the Massachusetts State Police; charged with providing law enforcement and security services here at Boston/ Logan International Airport as well as at other Massachusetts Port Authority (Massport) properties.

It is my honor and pleasure to speak with this committee regarding the topic of assessing airport security and preventing a future terrorist attack. Thank you for this opportunity.

I would first like to acknowledge the tremendous professional working relationships that exist among the numerous entities that make up the “Security Team” at Logan Airport. It is my sincere belief that it is because of these incredibly strong partnerships that Logan Airport has been able to “get it right” when it comes to securing a large Category X international airport in this post- 9-11 era.

Those of us who work hard each day to protect the people and the infrastructure at Logan understand that nothing less than a true team effort will work. Clearly, there is a sensitivity at Logan Airport, due to the history at our airport, that drives this high level of commitment.

The exceptional professional and personal relationships that have been forged through the years here at BOS have laid the foundation for any number of historic and ground-breaking security enhancements.

Among these achievements are : an historic Playbook collaborative effort, an effective and coordinated MSP and TSA K-9 effort, a comprehensive Advanced Imaging Testing (AIT) resolution protocol, an effective and efficient coordinated effort to maximize the resources of the TSA Bomb Appraisal Officers (BAO’s), a practical and legally sound checkpoint response protocol, a unified breach resolution protocol, an on-airport robust ICE/DEA task force, and a recently established, first-in-the nation on- airport FBI Joint Terrorism Task Force Annex.

These are just some of the advancements that we have been able to implement here at Logan Airport in recent years and they are an example of (as well as the fruits of) the solid partnerships in place at Logan Airport.

We continue to cultivate a very positive culture within the Logan security team where all of the airport stakeholders, each and every employee, is expected to understand, appreciate, and perform a security role.

These efforts were recently recognized at the highest levels of the Transportation Security Administration (TSA) when the newly appointed administrator, Mr. John Pistole, on his very first airport visit upon being appointed Administrator, came to Logan Airport. He commented that the security operation here was “one of the best/most secure” of all the airports in the nation. We strive to ensure that our efforts are worthy of such high praise.

In my role as Troop F Commander, I am involved in all security matters that concern Logan Airport, as well as all other Massport properties and I work every single day with all of our partners, most notably the TSA. In addition to being the Troop F Commander, I also serve as Massport’s Director of Aviation Security and I am afforded a seat at the table for all security related discussions.

The specific assets that the Massachusetts State Police offer in protecting these properties are numerous. Troop F consists of several components, including uniformed Troopers who perform patrol duties, Troopers in tactical units such as the bomb squad and K-9 unit, as well as Troopers in investigative units and support units. Each officer views his/her role as a member of the larger airport community and has embraced the cooperative and collaborative approach that is so vital to protecting the airport, its stakeholders, and the travelling public.

Troop F is different from other geographic Troops that make up the Massachusetts State Police, most of which include among their duties patrols of long stretches of state highways. While Troop F does not have the traditional “patrol” function, we do have the unique responsibility for maintaining a layered security approach at Logan Airport, including the waterside and landside perimeters, the terminal curb area, both the public side of the passenger terminals and the sterile side of the terminals (post screening), and on the ramp areas (the aircraft operating area -- the AOA).

The focus at Troop F, primarily at Logan Airport, is a blend of a proactive security strategy coupled with a strong customer service approach. Our goal is the professional delivery of the highest levels of police/security services to Massport, through a combination of vigilance and courtesy.

Not only is the specific mission of Troop F different than the other State Police Troops, but the approach to fulfilling that mission is also different. Rather than the traditional “response” model, whereby police officers respond to calls for service (after the fact), the model at Troop F is “proactive”.

Every officer at Troop F, regardless of unit assignment, has been trained in Behavior Pattern Recognition (BPR) and is expected to utilize these skills on a daily basis, throughout the airport.

Troopers are expected to be alert for anything or anybody who appears out of the ordinary, whose behavior does not seem to fit in with normal actions and routines of travelers. When a behavior or action raises questions, Troopers engage that person in conversation to further assess the situation. This proactive, preventative approach to security is certainly different than many of the assignments on the State Police and this mindset is reiterated and reinforced repeatedly.

Boston/ Logan was the first airport in the nation to deploy this program, which was modeled after the Israeli airport security program and has been adapted for a U.S. airport environment by Rafi Ron, an international aviation security expert hired by Massport immediately after 9/11. The behavior pattern recognition program contributes to the creation of an efficient, multi-layered security system for the airport.

Whenever a new security strategy is introduced, it is vital to ensure that the security team is on the same page. Beyond that, it is also critically important that the public supports the effort as well. The BPR program and its observation and conversation techniques have been well received at Logan Airport.

These techniques are welcomed by Logan Airport passengers who are reassured by the proactive and professional approach designed to identify potential criminals or terrorists without inconveniencing the tens of thousands of passengers who use Logan each day. They are viewed as a significant improvement over the random searches that were such a frustrating intrusion and inconvenience for the vast majority of passengers in the past.

Not only are the officers of Troop F trained to be on the lookout for items, persons, and behaviors of concern, they are also trained to receive any and all referrals by airport employees and members of the public of issues that concern them. We coordinate our efforts closely with a variety of law enforcement and homeland security partners, including Massport, the Transportation Safety Administration (TSA), the Federal Air Marshals Service (FAMS), Customs and Border Protection (CBP), the Federal Bureau of Investigation (FBI), Immigration and Customs Enforcement (ICE), and the Drug Enforcement Administration (DEA) to name a few.

Troop F and the officers assigned here and each of our security partners understand and accept that we are all part of a much larger layered security framework at the airport that includes not only the law enforcement/ public safety/ security personnel, but every single one of our 14,000 Secure Identification Display Area (SIDA) badged airport employees. The mindset of every single person who works at the airport must be (and is) “If you see something that concerns you, you should say something to the authorities. Or, in short, “See Something, Say Something”. Further, it is often mentioned that, “if you work at Logan Airport and you can go a day without thinking of 9-11, then you should not work at Logan Airport”.

This cannot be overstated. We rely heavily on the eyes and ears of the airport community, including the airline employees, the airport vendor employees, the ground transportation team, and members of the travelling public to assist us in securing Logan Airport. We constantly remind each of these partners of the important role that they play and we have programs in place to train people, remind people, and to recognize people for their contributions.

I'm confident in saying to this committee that the entire Boston/ Logan International Airport security team has worked very hard each day to accomplish these goals and we have remained positive and flexible as we've had to adapt to evolving threats and challenging times. Further, we will continue to work hard and to be constantly mindful of the critical need for cooperation, communication, and collaboration.

We have wrestled with many of the same issues affecting airports across the country, but because of the constant effort to work together, to communicate openly, and to be mindful that we share a common goal, we have been able to work these issues to successful resolution. The advice we would offer to other airports is this: communication serves to establish relationships, relationships forge true partnerships, and strong partnerships ensure successful, collaborative outcomes.

Again, I thank the Chairman and the Committee for the opportunity to appear before you today and to share my thoughts and I look forward to any questions that you may have.

Thank you.